

London, UK  
12<sup>th</sup> December 2013

### **New train fleet delivered through partnership working**

Today, Thursday 12<sup>th</sup> December the first of a brand new fleet of trains operated between Preston and Manchester with special guests on board.

First TransPennine Express (FTPE) have taken receipt of the first of ten new electric Class 350/4 trains as part of a £60m investment in new rolling stock operating in the north west of England and into Scotland.

The Siemens built trains will be fully delivered by May 2014 and will bring an 80 per cent increase in capacity between Manchester and Scotland.

Guests from organisations across the north of England were invited onto the special service which departed Preston at 11:28 after been sung off by the FTPE choir and from a platform decorated with red carpets.

Representatives from local authorities, rail user groups and public transport executives joined senior delegates from FTPE, Network Rail, Siemens, Angel Trains and the Department for Transport for an opportunity to hear how the new trains were delivered on time and on budget.

Passenger services will commence on 30<sup>th</sup> December and will mark the successful completion of Network Rail's phase one delivery of its £400m North West electrification programme.

A new FTPE timetable will be launched in May 2014 that will bring a 30 per cent increase in capacity across the whole of the network and provide customers with more journey choices and increased service reliability.

The new trains financed and leased through Angel Trains will have a top speed of 110mph, 25 per cent increase in luggage capacity, a carbon footprint reduction of around 35% compared to diesel units, and will mean that Glasgow and Edinburgh will be connected to Manchester Airport with 15 services a day in each direction providing 50,000 seats a week.

They will also provide a regional economic benefit of £10m per year and their introduction and retention of FTPE's current fleet will mean that 50 per cent of the Government's capacity targets for the north of England will be met.

A phased introduction of the new four carriage trains will take place between the end of December through to May 2014.

#### **Quotes from the partnership organisations;**

##### **Rail Minister Stephen Hammond said:**

"This Government is determined to transform our railways and this multi-million pound project is a good example of the rail industry working to make that a reality.

"These new electric trains will provide a real boost to passengers and local businesses in the north, delivering increased capacity and more reliable journeys."

**Nick Donovan, First TransPennine Express' Managing Director said;**

"I am absolutely delighted that we have been able to celebrate the continued on time delivery of our new trains programme.

"The £60m investment in our new 10 train electric fleet will bring tremendous benefits to our customers across the north of England and into Scotland.

"When we introduce our new timetable in May 2014 we will be offering a significant increase in capacity across our network and much improved journey options alongside meeting our commitments to Government.

"The Class 350/4s are an exceptional train that I hope our customers will appreciate when they are fully in service. I want to take this opportunity to thank our industry partners and internal colleagues who have all worked in partnership to deliver these benefits."

**Steve Scrimshaw, Siemens Rail Systems' Managing Director said;**

"We are really proud to be involved in today's event as it represents the very best example of organisations across the rail industry working together to achieve a common goal. It took just 21 months from contract order to delivery of the first new train, and during that period we also successfully electrified Ardwick depot in Manchester – home of both the new electric Class 350/4 fleet and the diesel Class 185 fleet.

"We look forward to working with First TransPennine Express over the coming months to introduce these new trains into service and significantly improve the passenger experience on routes in the North of England."

**Kevin Tribbley, Chief Operating Officer, Angel Trains Ltd commented:**

"Angel Trains is delighted to accept the first unit of the latest fleet addition to our portfolio and to commence our first lease with First TransPennine Express. This multi-million pound investment will undoubtedly provide significant service and customer experience improvements on this important route network. The punctual delivery programme of the Class 350/4 Desiro units is a credit to the respective teams within Siemens, FTPE and Angel Trains who have worked tirelessly on the project. As one of the largest private investors in the UK rail industry, Angel Trains is excited to be a partner in projects like this which will bring passengers the benefits of new trains running on freshly electrified railway."

**Dyan Crowther, Route Managing Director, Network Rail, said:**

"This is the first railway line to be electrified in England in over a decade. We have delivered this complex project, using modern standards and state-of-the-art technology, in four years from inception. We will continue to replicate the successful delivery of electrification across the North West which will be completed in phases by December 2016."

"Electrification of key routes in the North West will significantly improve connections between our major towns and cities, boosting the economy and providing passengers with quicker, cleaner and more frequent services provide the railway that the region's passengers want and its economy needs."

## **New Trains are coming – key facts**

### **Train services between Manchester and Scotland (Edinburgh and Glasgow)**

- 60m investment
- 10 new electric Class 350/4s
- 40 new carriages
- 210 seats per train
- 19 first class seats per train
- 3 onboard toilets
- 25% increase in luggage capacity (Manchester to Scotland)
- Class 350s have a carbon footprint reduction of around 35% compared to diesel units
- Start to come into service from December 2013
- Fully in service and new timetable by May 2014
- 1 train an hour between Manchester / Scotland (15 services each way every day) (36% increase in frequency)
- 82% increase in capacity (Manchester to Scotland)
- 50,000 seats a week between Manchester and Scotland

### **Network benefits**

- 30% increase in capacity across all network (redeployment of current fleet)
- 21,000 seats a week in the peak between Manchester and Leeds
- Most trains will operate as 4,6 and 8 car formations
- 5 trains an hour across the Pennines (May 2014)
- New express service from Liverpool to Newcastle
- New depots in Liverpool and Preston
- Journey time reductions between Liverpool, Manchester, Leeds and Newcastle

### **North of England benefits**

- £10m economic benefit per year for the north of England
- Over 50% provision of Government's HLOS target for the north of England
- Enabler for Network Rail's £500m Northern Hub project increasing connectivity
- 200 new jobs (direct and in direct)



**Ends**

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**Notes to Editors:**

**About Siemens**

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As part of the Siemens Infrastructure & Cities Sector, **Siemens Rail Systems Division** provides expertise and technology in the full range of rail vehicles – from heavy rail to metros to trams and light-rail vehicles. In the UK, the Division employs around 700 people and maintains over 350 Siemens passenger trains for First TransPennine Express, South West Trains, Heathrow Express, Greater Anglia Franchise (Abellio), Northern Rail, London Midland and ScotRail.